

CHINA

THE



MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5017. 號六月八年九十七百八千一英

HONGKONG, WEDNESDAY, AUGUST 6, 1879.

日九十月六年外已

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street; GEORGE STREET & Co., 30, Cornhill; GORDON & GOTCH, Ludgate Circus; R. C. BATES, HENRY & Co., 4, Old Jewry; E. C. SAMUEL, DRAGON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSNE, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. O. HEINZEN & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co.; SHANGHAI, CAMPBELL & Co., AMoy, WILSON, NICHOLLS & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:

For 12 months, 5 per cent. per annum.

" 6 " 4 per cent. "

" 3 " 2 per cent. "

H. H. NELSON,
Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL.....\$300,000.
RESERVE FUND.....\$150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.

" 12 " 5 per cent. "

For Sale.

FOR SALE.

THE GOODWILL, LEASE, FURNITURE AND FIXTURES OF THE CENTRAL HOTEL, SHANGHAI, CHINA.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 15, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next. CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID THERE AT ONCE WITH INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,
p. Manager.

Oriental Bank Corporation,
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 17th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30TH APRIL, 1862.

CAPITAL FULLY PAID-UP.....\$3,200,000.
RESERVE FUND.....\$300,000.

HEAD OFFICE—14, Rue BERGERE,
PARIS.

AGENCES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO,
MARSEILLES, BOMBAY, HONGKONG,
LIONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMENT,
Manager, Shanghai.

Hongkong, May 20, 1879.

For Sale.

NEW GOODS

SIX RECENT ARRIVALS.

THE New Shapes in HATS.

ACME FILES, and AMBERG's INDEXICON FILES, the latest improvements for Office use.

EXTRA FINEST SIGNY BUTTER, New Season's Packing, L. C. & Co.'s OWN BRAND.

LAWN TENNIS.

REP NOTE PAPER and ENVELOPES.

ARTISTS' COLOURS and COLOUR BOXES.

LETTER SCALES.

WALKING STICKS, well selected.

NURSERY KETTLES and STANDS, New—Portable.

MACKIE'S EXCHANGE TABLES.

SPARKLING SAUMUR, a really Good Dry Champagne at a Moderate Price, Quarts \$10 and \$11, Pints \$11.50 and \$12.50 per case.

RUINAT PERE & FILS CHAMPAGNE, \$10 per case.

SPARKLING BURGUNDY, RECOMMENDED BY THE MEDICAL PROFESSION FOR INVALIDS.

FINEST FRENCH PLUMS.

DRY MANZANILLA SHERRIES.

RED HEART RUM.

Specially Selected Scotch WHISKY.

ANGOSTURA BITTERS.

THE MULTIPLEX COPIER, a new and most valuable Invention.

CUMSHAW MIXTURE TEA (five catty Box delivered at any address in the United Kingdom for \$8).

MORLEY'S HOSEIERY.

PARISIAN SHIRTS.

CALDEGOTT'S CHILDREN'S PICTURE BOOKS.

NEW NOVELS.

WORKS OF REFERENCE.

GOLDEN CLOUD TOBACCO, &c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, August 6, 1879.

Notices of Firms.

NOTICE.

MR. ALEXANDER PALMER MC EWEN is authorized to sign the Name of our Firm.

HOLLIDAY, WISE & CO.

Hongkong, August 5, 1879.

NOTICE.

I HAVE TO-DAY established myself at this Port as GENERAL MERCHANT and COMMISSION AGENT.

A. SCHOMBURG.

Holloway, August 1, 1879.

NOTICE.

PACIFIC MAIL STEAMSHIP CO.

THE Authority to Sign Bills of Lading by this COMPANY'S STEAMERS, granted to Mr. J. J. HOWARD, is hereby revoked, and Mr. C. L. GORHAM is authorized to sign until further notice.

RUSSELL & CO., Agents.

Hongkong, July 10, 1879.

N O T I C E .

THE Undersigned has established himself at the Premises formerly occupied by LAMMERT, ATKINSON & CO., Pedder's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS intrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMMERT.

Hongkong, July 1, 1879.

Intimations

DOG LOST.

LOST, from H. B. M. Consulate, Canton, on the 2nd of May last, a rough-haired Scorch TERRIER of an Iron Grey Colour, with cut Ears and Tail, and answering to the Name of "WASP."

There is reason to believe that the Dog is now in Hongkong.

A REWARD of \$10 will be given to any one who will give such information as will lead to its recovery.

H. B. M. Consulate, Canton, August 2, 1879.

Intimations

DOG FOUND.

FOUND, near H. B. M. Consulate, Canton, a small dog, black and tan, with a white patch on the chest, and a white tail.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, July 30, 1879.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the Six Months from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO., General Managers.

Hongkong, July 24, 1879.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their CONTRIBUTIONS from the 1st January, 1878, to the 30th June, 1879, in Order that the Portion of the NET PROFITS to be Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRE, Secretary.

Hongkong, August 2, 1879.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

W. MEYER & CO., Agents.

Hongkong, August 2, 1879.

FOR LONDON VIA SUEZ CANAL (TO FOLLOW THE "Gleniffer")

The Steamship "GLENIFFER."

Captain QUARTY, shortly expected, will have quick despatch as above.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, August 10, 1879.

HONGKONG WHARF & GODOWNS.

Auctions.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously dispensed of by private contract,

THE HONGKONG DISTILLERY,
Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.:—Inland Lots Nos. 749, 751 and 752, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to
Messrs SHARP, TOLLER, and
JOHNSON,
Solicitors, Supreme Court House,
Hongkong.
Hongkong, March 5, 1879.

Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATTHESON & Co.,
Hongkong, July 31, 1879. au7

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Arratoon Apcar*, Capt. A. B. Mactavish, having arrived from the above Ports, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

D. SASSOON, SONS & Co.,
Agents.
Hongkong, July 31, 1879. au7

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *City of Tokio*, having arrived from the above Ports, Consignees of Cargo are hereby notified that all Cargo remaining undelivered at 12 a.m. To-morrow, the 3rd Inst., will be landed and stored at their risk and expense.

RUSSELL & Co.,
Agents.
Hongkong, August 2, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. PEI-HO.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gauge*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 6th Inst., at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 12th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 5, 1879. au12

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex. Yangtze.

AME (in diamond) Nos. 16/17, Or, 2 cases
T J Flannel, from London.

Ex. Anadyr.

Mr Charles Bonnet, 1 case Shirts, &c., from Marseilles.

B & C (in diamond) Order, 150 bales Cotton, from Madras.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 30, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

BERTHOVEN, German barque, Captain R. Haje.—Mellchers & Co.

AGNES MUIR, British ship, Capt. James Lowe.—Meyer & Co.

SAINT MARK, British steamer, Captain Johnson.—Meyer & Co.

To-day's Advertisements.

FOR SINGAPORE, SUEZ & LONDON.

The Steamship
"TEVIOT,"
NISBET, Commander, will be despatched for the above Ports To-MORROW, the 7th instant, at Noon.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, August 6, 1879. au7

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship
"MORAY,"
BUTCHER, Commander, will be despatched for the above Ports on WEDNESDAY, the 13th Inst., at 3 o'clock p.m.

For Freight or Passage, apply to
JARDINE, MATTHESON & Co.

Hongkong, August 6, 1879. au13

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship
"ARRATOON APCAR,"
Captain A. B. Mactavish, will be despatched for the above Ports on WEDNESDAY, the 13th Inst., at 3 p.m.

For Freight or Passage, apply to
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FOR SINGAPORE, PENANG AND CALCUTTA.

Harland and Wolff, of Belfast, for the construction of three steam vessels of 3,400 tons and 600-horse power.

Mr James Morgan, late Consul at Tientsin, has retired on a pension.

The so-called "surtaxe the pavillion" has scarcely been put aside, in consequence of the uniform remonstrances of the trading community; when the Member of Parliament for Bremen, Mr Moise, has, says our Hamburg correspondent (June 29), found out another means whereby to ruin the German shipping trade. Mr Moise, who is himself director of a shipbuilding wharf at Bremen, is of opinion that the German shipping trade is to be revived by an import duty of 10 per cent. upon all ships which are built in foreign countries for German account, or bought from foreign countries by German owners. How such a measure would affect the great German steamship companies is plainly shown by the fact that of all the large and splendid steamships, of the Hamburg American Company and the Nordst, Lloyd not a single one was built at Germany, and, in fact, could not have been built here, owing to the lack of suitable shipbuilding yards, but all the vessels had to be ordered in England. It is therefore to be hoped that this new attempt of Mr Moise will meet with the same fate as the first.

The Finance Committee of the U.S. Senate has amended the Trade Dollar Bill passed by the House, by providing that trade dollars shall only be received at par value. The Committee also struck out the stipulation that recognition under the Act shall not be accounted part of the coinage of silver required by the present law, and it further decided not to report the Bill until December next.

The appointment of first-and-principal naval aide-de-camp to the Queen, held in succession by such distinguished officers as Sir William Parker, the Earl of Lauderdale, Sir James Hope, and Sir Henry Kepell, has been given to Admiral Sir Astley Cooper Key, K.C.B. The distinguished office of first and principal aide-de-camp has only fallen vacant on four occasions during Her Majesty's reign. Admiral Sir Astley Cooper Key entered the navy in 1835, passed his examination in 1840, and was promoted lieutenant in 1842. As Lieutenant of the *Gorgon* he was officially thanked for rescuing that ship when stranded at Monte Video in 1844. In 1846 he commanded the *Fanny*, tender, and was slightly wounded during the battle of the Parana, for which he was promoted commander. He next commanded the *Bulldog*, sloop, in the Mediterranean from 1847 to 1849, and was promoted captain 1850. During the Russian war he commanded the *Ampion* in both expeditions to the Baltic, and did good service at the bombardment of Bomarsund and Sveaborg. His next service abroad was with the *Sans Pareil* at Calcutta during the Indian mutiny, and afterwards in China, where Captain Key served on shore at the storming of Canton, and effected the capture of Commissioner Yeh with his own hand. After his return to England he served as captain of the steam reserve at Devonport from 1860 to 1868, was then in command of the *Excellent*, at Portsmouth, and in 1866 was promoted rear-admiral. He was director of naval ordnance from 1866 to 1869, admiral superintendent at Malta, and second in command of the Mediterranean squadron from 1870 to 1873, president of the Royal Naval College at Greenwich from 1873 to 1875, and commander-in-chief North America and West Indies from 1875 to 1878. He has received the Baltic medal, China medal with Canton clasp, and was created a K.C.B. in May, 1873.

Prince Leopold has been installed as Worshipful Master of the Lodge of Antiquity, No. 2, at Freemasons' hall. This lodge is the celebrated lodge of which Sir Christopher Wren was Master, during the building of St. Paul's, and which met at the Goose and Gridiron. Prince Leopold, at the banquet at Freemasons' Tavern, which followed the working of the lodge, when returning thanks for the toast of "The Health of the Worshipful Master," expressed the pleasure he felt at the honour conferred on him by being selected as the Master of a Lodge of which his grand uncle, the Duke of Sussex, was Master for thirty-four years.

The marble statue of Burns, intended to form the central feature of the Kilmarnock monument to the poet, has been finished by Mr. Stevenson, of Edinburgh. The inauguration, with full Masonic honours, will take place on the 9th of Aug., Colonel Alexander, M.P., taking the leading part in the proceedings. The entire work will cost £3,000, of which the statue will cost £80.

Mr Heap, in charge of the United States Legation at Constantinople, in his last despatch to the Department of State, announced the arrival at that port of Joseph T. Clarke, and Francis H. Bacon, in the *Dorian*, a boat of only two tons, from Boaton. A voyage across the Atlantic in so small a vessel excited great wonder in Constantinople. They had encountered a severe storm, in which Mr Clarke nearly lost his life. Their skiff and some other articles were washed overboard in the gale.

THE HARBOUR MASTER'S REPORT FOR 1878.

The annual report of the Harbour-Master, over the signature of Mr J. P. McEuen (acting), is published in the *Gazette* of to-day. It is dated 6th March, and is accompanied by the tabular returns.

SHIPPING.

2. This year's report of the Trade of the Colony compares favourably with that of 1877.

3. During the year just past 3,057 vessels, exclusive of junks, measuring 2,591,172 tons were entered at this Office; this is an increase on 1877 of 188 vessels and 145,417 tons.

4. Of the 3,057 vessels above mentioned, 2,169 with a tonnage of 1,023,283 tons, or 70.95 per cent. of vessels and 74.23 per cent. of tonnage, were British; the remaining 29.05 per cent. of vessels and 25.77 per cent. of tons are divided among the other Nationalities in the following proportions—Germany, 367 vessels with a tonnage of 209,204 tons, or 12.01 per cent. of vessels and 8.07 per cent. of tons; France, 146 vessels with a tonnage of 17,186 tons, or 4.77 per cent. of vessels and 6.83 per cent. of tons; America, 107 vessels with a tonnage of 115,218 tons, or 3.50 per cent. of vessels and 4.45 per cent. of tons; China, 76 vessels with a tonnage of 63,742 tons, or 2.49 per cent. of vessels and 2.46 per cent. of tons; Spain, 76 vessels with a tonnage of 29,290 tons, or 2.49 per cent. of vessels and 1.13 per cent. of tons; Siam, 44 vessels with a tonnage of 22,829 tons, or 1.44 per cent. of

vessels and 0.80 per cent. of tons; Denmark, 25 vessels with a tonnage of 15,616 tons, or 0.82 per cent. of vessels and 0.60 per cent. of tons; and Holland, 19 vessels, with a tonnage of 15,965 tons, or 0.62 per cent. of vessels and 0.61 per cent. of tons.

The remaining 28 vessels representing 18,589 tons, or 0.91 per cent. of vessels and 0.73 per cent. of tons, are composed of 7 Italian with a tonnage of 4,827 tons; 7 Norwegian with a tonnage of 4,519 tons; 5 Swedish with a tonnage of 2,007 tons; 3 Portuguese with a tonnage of 1,864 tons; 2 Austrian with a tonnage of 2,303 tons; and one each of Belgian, Burmese, Nicaraguan and Russian with an aggregate tonnage of 3,569 tons; the Belgian vessel which represents 2,297 of the 3,569 tons is the "Perusia," a British vessel, for a time under the Belgian flag.

5. The Steam trade of the Colony is represented by 2,326 vessels, with a tonnage of 2,136,832 tons; the Sailing vessels, exclusive of junks, number 731 with a tonnage of 454,340 tons; the 2,326 Steam vessels, 1,922 with tonnage of 1,715,895 tons, or 82.63 per cent. of vessels and 80.30 per cent. of tonnage, were British; the balance of the Steam trade being made up by the different Nationalities in the following proportions—Germany, 148 vessels with a tonnage of 123,078 tons, or 6.36 per cent. of vessels and 5.75 per cent. of tons; France, 78 vessels with a tonnage of 149,891 tons, or 3.35 per cent. of vessels and 7.02 per cent. of tonnage; China, 76 vessels with a tonnage of 63,742 tons, or 3.27 per cent. of vessels and 2.98 per cent. of tons; Spain, 69 vessels with a tonnage of 24,040 tons, or 2.54 per cent. of vessels and 1.12 per cent. of tonnage; Denmark, 17 vessels with a tonnage of 12,904 tons, or 0.73 per cent. of vessels and 0.61 per cent. of tons; America, 12 vessels with a tonnage of 32,219 tons, or 0.52 per cent. of vessels and 1.51 per cent. of tons.

The remaining 14 Steam vessels representing 15,063 tons, or 0.60 per cent. of vessels and 0.71 per cent. of tons, are represented by 9 Dutch with a tonnage of 9,642 tons; 3 Norwegian with a tonnage of 2,715 tons, and one each of Belgian and Burmese, the former (the "Perusia") of 2,297 tons and the latter of 49 tons.

6. Seven hundred and thirty-one Sailing vessels, exclusive of junks, measuring 454,340 tons, entered at this Office during 1878; this is a decrease of 29 vessels and 6,292 tons on the previous year. Of the 731 vessels, 247 with a tonnage of 207,368 tons, or 33.79 per cent. of vessels and 45.64 per cent. of tons, were British.

7. The grand total of arrivals in the Colony, including junks, but exclusive of Local Trade, is 28,779 vessels of 4,352,668 tons; this is a decrease of 590 in the number of vessels, but an increase in the tonnage by 105,125 tons.

The Summary (Return XV) shows that 66,820 vessels, measuring 8,982,593 tons, have entered and cleared at this Office during 1878; this is a decrease on 1877 of 1,131 vessels, but an increase in tonnage of 388,246 tons.

8. The trade between this port and the Colonies of Australia and New Zealand shows a decrease on 1877 of 9 British vessels and of 8,443 tons, and a decrease of 5 Foreign vessels with an increase of 161 tons.

9. The trade with Great Britain shows a decrease in British bottoms of 17 vessels and 6,524 tons, and in Foreign bottoms of 3 vessels and 2,352 tons.

10. This year the trade between Hongkong and Cochin-China has been divided under two heads; namely, between Hongkong and Cochin-China, which means Sago, Turon, Quinhon, &c., and between Hongkong and Ports in Hainan and the Gulf of Tonquin; as this is the first year this trade has been so divided it is difficult to tell whether there has been an increase or decrease under the separate heads, but taken collectively there has been, as compared with the year 1877, an increase of 10 vessels and 9,801 tons.

11. There has been a considerable increase in the trade between this port and India and Singapore as well as with Japan. The increase with Japan is represented by 49 vessels and 52,739 tons, and between this port and India and Singapore by 18 vessels and 6,009 tons.

JUNE TRADE.

12. During 1878 this trade has decreased in Arrivals and Departures by 1,561 vessels and 69,298 tons there has also been a decrease of 8,304 in the number of the crews as well as 14,368 in the number of passengers carried; this is inclusive of the Local Trade.

13. The principal decrease is between Hongkong and the Coast of China and Formosa, which amounts to 1,165 vessels and 58,512 tons, the decrease in the numbers of crews and passengers is 6,636 and 8,641 respectively.

14. The Local Trade has also decreased in the numbers of vessels and passengers, but the tonnage has increased by 4,685 tons and the crews by 2,441.

EMIGRATION.

15. The number of Chinese Emigrants leaving this port during the year 1878 was 38,653 as compared with 39,741 during 1877, showing a decrease of 1,088.

16. The number despatched to Cooktown during 1878 amounted to 61; this is a decrease on 1877 of 6,014 caused presumably by the Poll tax of £10 imposed on every Chinese landing there. There is an increase however of 1,716 in the number embarked for Port Darwin. I understand that many of these find their way to other parts of the country overland and thus evade the tax.

17. The number of Emigrants proceeding to San Francisco shows a decrease of 3,222; this was to be expected in consequence of the opposition shown by the State of California.

18. To make up for the decrease in the number of Emigrants proceeding to Cooktown and San Francisco, the Straits Settlements have taken 5,601, Sydney 1,367, Melbourne 285, and Dunedin 224 more than in 1877.

19. Emigration was again opened during 1878 to British Guiana. The British barge Dartmouth left on the 23rd of December taking 506 passengers; this number included 47 women and 23 children.

20. The total number of passengers returning to the Colony amounted during 1878 to 47,582; this is in excess of the number leaving by 9,229; the number returning from the Straits Settlements alone amounted to 29,775, which was in excess of those going there by 9,146.

21. Registry of Shipping.—Five vessels have been registered at this port during 1878; four were vessels built here, the fifth was transferred from Halifax, N.S. The Registers of seven vessels were, for various reasons, cancelled during the same period.

The amount of Fees collected under this heading was \$372,000.

22. Marine Magistrate's Court.—One

hundred and ninety-nine cases were tried at this Court, two only were of a serious nature, namely, those of two junks which left the Harbour without a Clearance, and were forfeited to the Crown.

23. Examinations for the Posts of Masters and Mates under Ordinance No. 17 of 1860.—There were 46 applicants, of whom 29 obtained Certificates of Competency, and 17 failed.

24. Marine Courts, under Ordinance No. 11 of 1860.—The following Courts have been held during the year:

1. On the 27th June, 1878, inquiry as to the loss of the British barque *Knight of Snowden*, Official No. 51,022, on a reef

(marked on the Chart) by which the Master was navigating about four miles to the Northward and Westward of Cape Santiago in the Island of Luzon, Philippine Group. The Master's (Charles Richardson) and First Mate's (Alexander Thomson) Certificates of

Competency were suspended for three months, respectively.

2. On the 31st July, 1878, inquiry as to the loss of the British barque *Lord of the Isles*, Official No. 51,051, on a rock (according to the Master's statement) about 300 yards from the North-east point of Andros Island, Narrows Group, Philippine Islands. The Master (John Francis Piper) was censured for committing an error of judgment.

3. On the 29th November, 1878, inquiry as to the Misconduct of the Master (William Lacon Bryde) of the British ship *Napier*, Official No. 59,846. The Master was severely reprimanded.

25. Seamen.—Seven thousand eight hundred and ninety-two seamen have been shipped, and 8,140 seamen have been discharged at the Shipping Office of this Department. Of the difference, 254, most of the men have left the Colony without being regularly shipped.

SUPREME COURT.

IN SUMMARY JURISDICTION. (Before His Honour the Acting Justice Judge J. J. Francis, Esq.)

Wednesday, August 6.

TEAN APOOK v. THE MESSAGERIES MARITIME.

This was a claim for \$241.50, value of a junk and cargo, sunk by a lighter belonging to defendants.

Mr E. Sharp appeared for the plaintiff, Mr Brereton for the defendant.

Mr Brereton said, under the special defence he had put in, it lay with him to begin.

The Court said it preferred to hear the case stated on both sides; and would then be able to judge.

Mr Sharp said, the plaintiff in this case, was the licensed owner of the Tak Hing stone junk, registered number 106. The plaintiff's father was an old man who was really the owner of the junk; but as his Lordship knew was frequently done among the Chinese, even with land, the aged father had the junk registered in the son's name. The plaintiff had really everything to do with the junk, and was master of her. The junk was hired by one of the contractors for the New Praya to carry stone from the other side of the harbour, from a place near Whitefield station. On the morning of the 10th July, he brought a full cargo of small hammered stones over, and had anchored at 7 o'clock at a place where there is a regular anchorage for junks, some little distance from the Mercantile Bank, or the City Hall. Plaintiff came ashore in a sampan to see about the landing of his cargo; he left on board seven men, the crew being eight in all. A lighter belonging to the defendants was anchored in shore. She got up her anchors and proceeded out into the harbour with sail set. Short after this the lighter came very near the plaintiff's junk, the seven men on board of the junk cried out to the lighter people to take care, hoping to avoid a collision; but the lighter came right into her, striking her amidships on the starboard bow. Almost immediately afterwards the junk sank. Two men scrambled on board the lighter, which proceeded on her way to the other side of the harbour. He was informed that she made no attempt to give any assistance to the poor fellows who were struggling in the water; and these, fortunately, were picked up by other junks. The value of the junk &c. would be matter for evidence. There were various articles on board, anchors, cooking utensils, and some money, amounting in all to \$241.50. This did not include the loss of time to the plaintiff, nor the amount the junk would have earned had she not been lost to them.

Mr Brereton said the facts on which he relied were simply a complete negation of the case as stated by the other side. On the 9th July, the lighter had taken a full cargo from a steamer in the godown at the back of the Messageries Maritime. This was not finished till nine o'clock at night. It being then dark the lighter remained by the wharf till the next morning. That morning was a very boisterous one; indeed it blew a gale. Everybody knew that; he was sure his Lordship remembered it.

His Honor: Was that the day I was detained at Kowloon?

Mr Brereton: Precisely. In the morning all junks in the harbour were crossing over to Kowloon for shelter as quickly as possible, as it was believed that this gale was the beginning of a typhoon. The lighter was in charge of an old and experienced master; and in point of fact he would tell the Court that at a quarter to 8 o'clock they moved their anchor, reefed sails,—two small sails—with the object of running to Kowloon to seek shelter there. The junk had no doubt been at anchor, but in the gale the anchors drew, and she crossed the bows of the lighter dragging her anchor. She crossed the bows all right and then wavered about. She was quite at the mercy of the wind and waves. The lighter, which was also to some extent unmanageable owing to the strength of the wind and tide, drifted over towards the junk and they collided. But the collision was not of such a nature as that described; had it been so, the lighter, if moving with any force, would have cut the junk in two. The former was a large lighter that carried 600 pounds; the junk was a very small one, as would be seen from the amount of the claim made in respect of it. The junk was struck on one side; they were side on or beam on. The junk did not sink immediately; not until she was opposite the P. & O. wharf, half a mile off. If the case was as he stated it was one of *cis major*, and it was impossible that the lighter could have done anything else than she did. She drifted on to the junk; did not run into her. As to the lighter taking no interest in the men, the fact was that she did not take up the anchor.

Mr Sharp: I said "two men scrambled on board."

Mr Brereton: There was no negligence on the part of the lighter; had there been

anything of the sort, the Company would have settled the case at once.

The master of the junk, and several of the men who were on board then gave evidence. The first-named had gone on shore to see the man for whom the stone was to be landed, and knew not what happened until he saw her bottom up. The other men gave evidence bearing out the opening statement of Mr Sharp.

There was only one anchor out although they had two on board. They were positive the lighter ran into them, her fore part striking the junk amidships.

Mr Brereton having an engagement and requesting a short adjournment, it was thought as well to adjourn till to-m

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RUSSELL & CO., Agents,
Hongkong, August 4, 1879.

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Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent,
Hongkong, August 1, 1879.

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